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LUDWIG**
A LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
PER CASE OF 6 DOZEN PINTS
\$16.00
Sole Agents,
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,716 號六百七千四萬一第一 日六初月五年壹十三緒光 HONGKONG, THURSDAY, JUNE 8TH, 1905. 四拜禮 號八月六年五零百九十一英港香 PRICE, \$3 PER MONTH.

**WATSON'S
HOUSEHOLD
AMMONIA**
For the Bath, Toilet, Nursery and Household.
Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

**A. S. WATSON & CO.,
LIMITED.**
THE HONGKONG DISPENSARY. [a1342]

**CUTLER, PALMER
& CO.'S**

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net or Factory.
SHewan, TOMEs & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

**LA COMPETIDORA ORIENTAL
CIGAR FACTORY.**

FACTORY: 32 MACDONNELL ROAD, KOWLOON.
OFFICE: 34 QUEEN'S ROAD CENTRAL.

**ALL OUR CIGARS ARE PREPARED
BY FILIPINO HABANEROS**
especially engaged for our factory and are made
from well seasoned leaves imported from Manila
under the direct supervision of our Tobacco
Expert.

Samples may be had on application
We recommend a trial of the following brands:
LONDRES' PERFECTOS
HIGH LIFE REINA VICTORIA
If your tobaccoconist cannot supply you with our
make please apply to us.

Special terms to Clubs and Messes.
Discounts on orders from Coast and other ports
AGENTS WANTED.
J. C. DOS REMEDIOS & CO.
Hongkong, 9th May, 1905. [a1418]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMMISSION AGENTS.

MOST respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the style of the Terminus Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.

Hongkong, 9th March, 1905. [a660]

NOTICE:

GEO. FENWICK & CO., LTD.
ENGINEERS AND SHIPBUILDERS

THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blake Pier by Rickshaw or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.

Telephone 142.
Hongkong, 2nd January, 1905.

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hengshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA".

For Terms, apply
THE MANAGER. [a241]

CALDBECK, MACGREGOR & CO.,



WINE AND SPIRIT
MERCHANTS.

15. QUEEN'S ROAD.

ESTABLISHED 1864.

Hongkong, 7th June, 1905. [a37]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANT

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TCRRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,
HONGKONG AGENTS.**

[a34]

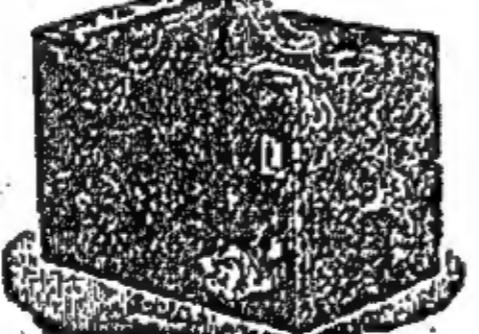
**THE
LAHMEYER ELECTRICAL CO., LTD.**
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ELECTRIZITAETS ACTIEN GESELLSCHAFT VOM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

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DEVELOPING
AND PRINTING
UNDERTAKEN.



GOOD WORK,
PROMPT
RETURN

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

**LONG, HING & CO.,
PHOTO GOODS STORE,**

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. Fr. Blunck, Silk Lace Manufacturer,
NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [a39]

DR. MORSE'S INDIAN ROOT PILLS
CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERBILLS FORD, N. C.

July 3, 1903.

W. H. COMSTOCK Co.

Gentlemen: I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,
D. E. WILSON.

WATKINS, LIMITED,
CHEMISTS AND DRUGGISTS,
AND
AERATED WATER MANUFACTURERS.
(Crown Brand)
APOTHECARY'S HALL, HONGKONG. [a38]

LANE, CRAWFORD & CO.

SPECIAL OFFER OF PIANOS.

JUST ARRIVED A SHIPMENT OF PIANOS SPECIALLY MANUFACTURED
AND GUARANTEED TO WITHSTAND THE CLIMATE.
BRINSMEAD Mahogany Patent
Transpiano 8850
Chippendale Maho 8850
COLLARD Oak Mediaeval Style 750
" Vertical 650
" Ebonized Overstrung 725
Mahogany 700
" 675
Above may be had on the MONTHLY PAYMENT SYSTEM.—SECOND-HAND
PIANOS for Sale from \$100 Each PIANOS on HIRE from \$10 per Month.

BROADWOOD	Ebonized Overstrung	\$750
"	Ebonized Vertical Colonial Model	700
MUNCK	Mahogany Mediaeval Overstrung	700
CHALLAN	" Vertical	600
ALLISON	Chippendale	500
"	Ebonized	450

INSURANCE

THE STANDARD LIFE OFFICE
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Over

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Paid in Claims.

THE Standard is the only British Life Office
having a Local Board of Directors in the
Far East with full power to accept Proposals,
pay Surrenders and Claims on the spot without
reference home.

The Oldest and Cheapest Company in the
East.
DODWELL & CO., LTD.,
a1612-2] Agents.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel
residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,
471 Acting Manager.

THE PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDELL STREET. [a26]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required). Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to the
MANAGER.
Hongkong, 10th June 1902. [a1061]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.

Excellent Cuisine and Wines.
Large and Loftier Rooms. Elegantly Furnished
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a148]

CARLTON HOUSE HOTELS.

NO. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Extract and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. [a94]

VICTORIA HOTEL.

SHAMEEN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grand.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

WM. FARMER,
Proprietor.
[a1347]

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MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—1, SUZUKA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.

INTIMATION



WATSON'S

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VERY OLD LIQUEUR

SCOTCH WHISKY.

THIS
CELEBRATED
BLEND
OF THE
FINEST
WHISKIES
DISTILLED IN SCOTLAND,

IS CHARACTERISED BY ITS
FINE FLAVOUR
and MELLOWNESS
attained only by

GENUINE
QUALITY
AND

GREAT AGE.

PER DOZ. - \$16.50

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS
Only communications relating to the news column
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Correspondents must forward their names and addresses with communications addressed to THE EDITOR,
not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
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HONGKONG OFFICE: 14, DESVRES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 8TH, 1905.

The effects of the examination system, which has for ages been in force in China, and which has had much to do with the formation of the Chinese intellect, are well worthy of consideration by those at home who pin their faith upon a mode of procedure now rapidly approaching that of the Chinese. It is somewhat curious that, while our educational authorities have for years been discussing the effects of forced examinations, with the result that some of the best experts have been disposed to denounce the system as pernicious and mistaken, it does not seem to have occurred to anyone to refer to the great object lesson on this subject, which is presented by what has been produced in China by persistent adherence to this very method. The Chinese mind affords a very useful illustration of the effects, both for good and for evil, which such a system is calculated to produce. In China the test of severe examination for scholastic degrees has been carried to lengths never dreamt of in any other part of the world, and the whole course of Chinese education is based upon the highest cultivation of the faculty of most value under such circumstances, that namely of accurate, but perfunctory memory. Those who have had to do with the more educated Chinese have, indeed, been astonished at the powers which they possess in this respect. An instance is mentioned where a European who was studying Chinese translated roughly to his "Teacher," as an exercise, about a column of the newspaper report of a legal case which was attracting some attention at the time, and, on his asking his teacher whether he had understood it, the teacher replied in the affirmative and, to the pupils astonishment,

in lieu of giving a summary, repeated sentence by sentence what had been blunderingly translated to him—and did so as a matter of course, evidently attaching no importance to his ability to perform such a feat. This faculty of memory, invaluable no doubt, in certain directions, is probably to some degree hereditary with the Chinese, and is strengthened by the immense amount of mere learning by heart, which forms the staple of their intellectual training. Something, of course, must be allowed for their individual character, but, in the main, the extraordinary powers of memory which the Chinese possess are, no doubt, due to education. We thus have in them a very good indication of what may be expected from a method of teaching which makes constantly increasing demands upon the mere powers of memory, as, there can be no question, has been the tendency of the examination system which has of late years been so much pressed forward in England, despite the warnings of men like MATTHEW ARNOLD who were fully alive to its shortcomings. The ultimate effect of such a system is to crush out individual thought and to bring the intellectual development of a country to something like a dead level—such as, indeed, is very generally found among the Chinese, who are proverbially lacking in anything approaching originality. The wonder is, perhaps, that they are able to retain as much initiative as they have and that everything like an original idea has not been educated out of them. It is not surprising that we seldom find a Chinaman rise to any height upon any given subject out of his ordinary range. He is quite content to go by precedent or authority and seldom troubles to test principles for himself. On the other hand, he rarely falls below an average level; and in many of the practical walks of life, he can hardly be surpassed. In method and discipline there are few equal to him; and here his accuracy and powers of memory stand him in good stead; but in anything requiring to be dealt with independently of precedent, the Chinaman usually fails. It is from this shortcoming that the Chinese have, during the many years they have been in contact with Europeans, been able to turn the knowledge they have had opportunity of acquiring to so little account. In ordinary business matters they have certainly shown powers of adaptation and organisation of no mediocre kind; but in political affairs, where a higher mastery of principle is required, they have learnt very little from their intercourse with foreign nations; and, indeed, many of their most astute statesmen show themselves still unable in any way to understand them. It has been usual to put this down to the natural conservatism of their nature; but it may be questioned whether, in this view, the cause is not mistaken for the effect; and whether the truth is not that the Chinese are not so much wedded to the past for its own sake, as because their habit of mind makes it difficult for them to set aside their traditions and grasp the fact that new principles have to be applied to changed circumstances.

This tone of mind is certain to be produced where education runs too much in the direction of mere mastery of certain subjects by rote, and there is reason to fear that something of this kind is actually being induced by the cramming system so much resorted to of late years at home, and that there is a danger that the powers of original and independent thought may be crushed out by forced exercise of memory on facts and formulas necessary to pass examinations in special subjects, which, in nine cases out of ten, are of little use in after life, and ill repay the labour that is spent upon them. In one respect the Chinese system is really better than the cramming system which has so much come into vogue at home. The Chinese at least exercise their memory upon what, according to their lights, is the best it can be employed upon, that is in mastering their classical literature—while, at home, the whole powers of the pupil's mind are exhausted in acquiring a parrot knowledge of a variety of subjects in a form which is designed not to afford any useful mastery of them, but merely to make a show at an examination. It is a subject of congratulation that some of the best authorities seem at last likely to obtain a hearing, and that the new Rules and Regulations which have been recently framed for the public schools are based upon a more rational foundation. In an article upon them contributed by Mr. CLODNER BREETON to the *Fortnightly Review* he says:—"The old bad ideal, that has so long dominated our schools, of the accumulation of facts—of turning the child into a miniatureencyclopedia, or rather dictionary—

Mr. Thomas Giles, better known as "Gellino, the musical clown," of Harrold's Circus, died of small-pox at Bangkok, on the 14th May. Whilst the Circus was in Bangkok his wife, Madie, Onra, was taken ill and had to be removed to the hospital. Gellino remained behind when the Circus left, in order to attend to his wife, but contracted small-pox whilst she was progressing towards recovery. Mr. Giles, who was a native of Edinburgh and 45 years of age, leaves a widow and five children.

Total plague cases reported to date, 125.

A fatal case of cerebro-spinal meningitis is reported to have occurred in London last month.

The Meeting of the Legislative Council has been postponed to Thursday, 15th instant, at 2.30 p.m.

Mr. Joseph Rose, 2nd officer of the s.s. *Thyra*, desires us to publish his earnest denial that he was ever asleep on watch, as alleged by a defendant in a recent action.

A meeting of the Singapore Chinese Christian Association recently decided: "That this House considers that the time has come for the Manchu Government to cease to rule China."

According to the *Fremdenblatt*, Dr. Dubina, the Austro-Hungarian Minister in Belgrade, will shortly leave his post, and be replaced by Baron Czikkann, the Austro-Hungarian Minister in Peking.The *Singapore Free Press* reports that a European quartermaster on the P. & O. mail steamer *Chusan* met with a fatal accident on May 25th. A heavy block fell on his head and fractured his skull. He was taken to the General Hospital and died shortly after admission.

Messrs. Benjamin, Kelly & Potts were yesterday advised by telegraph that Messrs. S. C. Farnham Boyd & Co., Ltd. (Shanghai), have declared a Final Dividend of Ths. 8 per share (making Ths. 13 per share for the year), transferred Ths. 100,000 to Reserve Fund, and carried forward Ths. 34,000.

The inerminable discussion which has been taking place between the Chinese authorities and the Peking Syndicate in connection with the Tae-chow-Taikow railway, and the iron mines within their concession area, promises, says the *Peking Times*, to come to an end very shortly, with the signing of the contract.

Advertisers and other correspondents apparently do not take note of the usual instructions for addressing their communications. They are respectfully reminded of the importance of addressing letters intended for Business Department, Advs., &c., to the MANAGER; and those for the Editorial Department only to the EDITOR.

Inspector Macdonald charged a coolie before Mr. G. N. Orme at the Police Court yesterday with house-breaking at Yau-tai. The defendant entered a house in Temple Street during the absence of the residents, and got away with money and promissory notes to the value of \$201. He was found guilty and sentenced to four months' hard labour and six hours' stocks.

In the course of an address to the troops at Strasburg, the Kaiser is reported to have said:—"My son Adalbert told me that the Russian officers bought all the champagne that was procurable at Kiao-chau." "Young soldiers," urged the Kaiser, "must be exercised as much as possible, and in that case will be glad of a rest instead of indulging in enervating pleasures."

Three of the crew of the sailing ship *Deccan* were charged before Mr. F. A. Hazland at the Police Court yesterday with assaulting the Chief Officer. The complainant, it appears, ordered the men to furl the sails during a shower. They refused, and on his pressing his order they set upon him. The first and second defendants were each sentenced to one month's hard labour, while the third was discharged.The *Sheffield Daily Independent* of May 4th publishes a long article describing two new inventions—two new steels that have remarkable qualities. "Vapor Steel," to be exported at about 35 to 40 cents per lb., is an air hardened for high speed tool manufacture. The Sheffield Steel Makers, Ltd., have also water-hardening tool steel of such marvellous qualities that we feel shy about quoting the reports of its performances.

We wonder if this story will be new to the distinguished author of a recent lecture on Irish characteristics. It is attributed to Baron Dowse, the celebrated Judge. "I was down in Cork last month holding assizes. On the first day, when the jury came in, the officer of the Court said:—'Gentlemen at the jury, you'll take your sequestered places, if ye please.' And my never laugh," said the baron, "if they didn't all walk into the dock."

ADMIRAL SIR GERARD NOEL.

Sir Gerard Noel having been created a Full Admiral yesterday, hoisted his new flag for the first time, on H.M.S. *Glory*. Warships in

he says:—"The old bad ideal, that has so long dominated our schools, of the accumulation of facts—of turning the child into a miniatureencyclopedia, or rather dictionary—

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Lance-Sergeant Pitt of the Water Police gallantly rescued a Chinaman from drowning in the Harbour on Monday last. As a launch towing a sampan was going alongside the a.s. *Zafiro* the passengers on board the sampan made a dash to board the launch. One man, losing his footing fell into the water and was sinking a second time when he was grasped by the plucky sergeant, who had taken a header from the Police pinnace and swam to his assistance. He was kept afloat until the launch hauled the rescued and rescued on board. No doubt, the authorities will take suitable notice of this brave act, which was the means of saving the Chinaman's life.

The Englishman does not consider that the servant problem in India will be solved by the importation of Chinese. Europeans who have gone from India to the Far East have always lamented the absence of Indian servants. It is a common custom in India for masters to entrust large sums of money to the custody of their servants. The officers of Indian regiments, now located in China, it appears, have suffered severely owing to their having carried this habit into places like Hongkong and Shanghai. The Anglo-Chinese papers are full of complaints ~~about~~ the absolute dishonesty of the majority of servants in the country, and suggest that it is possible to pay too highly for clean and efficient service.

The third volume of the German General Staff's history of the South African war brings the narrative of events up to the end of Lord Roberts' command, and summarises the tactical lessons to be derived from the first year of the campaign. It thus sums up its judgment on Lord Roberts' great march to Pretoria.—

"Within four weeks, which included a ten days' halt at Kroonstad, Lord Roberts' troops accomplished a march of 250 miles through a country ill-supplied with water, roads or provisions; during this time they were continually fighting, their subsistence was precarious, and their communications insecure. It is a performance which bears eloquent testimony to the leader's energy and to the endurance and self-sacrifice of his troops; and it is one which will always be memorable in military history."

The *Standard's* St. Petersburg correspondent is informed that very startling evidence has been given before the Commission on the circumstances attending the surrender of Port Arthur. The evidence, as far as he can gather, has been uniformly of an unfavourable character for General Stosse.

It has been declared by those who served under him that he rarely went to the front, but devoted his principal energies to enriching himself. Unfortunately, General Stosse has not escaped censure.

It is declared that the wife of the Commander-in-Chief owned 40 cows, which were fed on bread while the garrison wore on short rations. The milk from these cows was sold at the rate of two shillings a bottle. One officer stated that he gave three pounds ten shillings for a turkey which he purchased from General Stosse. The report that Stosse was condemned to be shot still circulates.

Sir John Wolfe Barry, presiding over the half-yearly meeting of the Eastern Extension Astralasia and China Telegraph Co. (Ltd.), said the gross receipts for the half-year amounted to £331,788, as against £265,539 for the corresponding period of 1903. This was owing to the greatly increased trade in Japan and China. A year ago there was much perturbation amongst ocean telegraph companies on account of wireless telegraphy. At that time he assured the shareholders that they were alarming themselves unnecessarily and subsequent events had proved him correct.

Another good thing he had to announce was the fact that the proposed German and Dutch *Standard's* St. Petersburg correspondent is informed that very startling evidence has been given before the Commission on the circumstances attending the surrender of Port Arthur. The evidence, as far as he can gather, has been uniformly of an unfavourable character for General Stosse.

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On Saturday night the Channel Squadron struck a dense fog off Dover. The *Oscar* collided with the merchant ship *Afghanistan*, which sank with the loss of 18 hands. The *Triumph* collided with the *Suffolk*, the latter being badly damaged. The *Triumph* and the *Cresser* were only slightly damaged.

THE CANTON MURDER CLAIM.

THE AMERICAN GOVERNMENT COMPENSATES

THE WIDOW.

On Tuesday, June 6th, the widow of the murdered No. 3 Comprador of the B. & S. steamer *Kansu* was to receive \$3,000 Mex. from the American Government, through the Consul, General Lay.

This was the full amount claimed by the woman, whose husband was drowned by some unidentified member of a shore-party of American sailors from the *Helena*, on September 26th, 1904. The affair caused a painful sensation at the time, Chinese comments being particularly bitter.

Although the American Government failed to fix the guilt on any individual for punishment, it is now hoped that the Chinese may recognise that Western justice is not a negligible quantity.

CREW OF "OLDHAMMIA" AT HONGKONG.

The crew of the a.s. *Oldhamnia* arrived here yesterday by the Douglas a.s. *Haiching*. On the 18th May, in the southern end of the Forness Channel the steamer encountered the Russian fleet. She had a cargo of kerosene in cases from New York, the ship having cleared for Hongkong, though she was proceeding to Japan. The three officers, three engineers, two apprentices and 21 others were taken off by the Russians on the 19th May and put on board the Russian converted cruiser *St. Petersburg*.

The captain, chief engineer, cook and steward were taken to another ship, and those taken to the *St. Petersburg* do not know what became of them, but think they must have been put on some Japanese bound vessel.

The first part of the crew were kept on board the *St. Petersburg* till the 4th June when they were put on the Indo China a.s. *Waishing* which brought them to Swatow. The officers of the *St. Petersburg* before they left her said the ship no longer existed.

ADMIRAL SIR GERARD NOEL.

Sir Gerard Noel having been created a Full

Admiral yesterday, hoisted his new flag for the

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TELEGRAFS.

[DAILY PRESS SERVICE]

NEW FRENCH FOREIGN MINISTER.

LONDON, 7th June.

M. Delcassé has now definitely and finally thrown up the portfolio of the Foreign Office, owing to dissatisfaction following the Morocco incident.

M. Rouvier, the recently elected President of the Chamber, succeeds him; and it is thought probable that M. Rouvier's appointment will prove to be a permanent one.

PRINCE VON BUELLOW.

LONDON, 7th June.

Count von Buelow has been made a Prince by the Emperor of Germany.

THE GERMAN WEDDING.

LONDON, 7th June.

The marriage ceremony of the Crown Prince of Germany to the Grand Duchess Cecilia passed off without a hitch yesterday.

NORWAY AND SWEDEN.

LONDON, 7th June.

It is expected that the Norwegian Senate will within a few days sever the union with Sweden.

FATAL HURRICANE IN NATAL.

LONDON, 7th June.

It is reported that during a severe hurricane in Natal, a reservoir burst, and 440 people were killed.

[REUTER'S SERVICE]

GERMANY AND JAPAN.

LONDON, 5th June.

The Kaiser has conferred the order of the Red Eagle, second class, on Count Ito, and the order of the Crown, first class, on Director Saito.

BATTLESHIPS IN COLLISION.

LONDON, 5th June.

CORRESPONDENCE.

THE PEAK TRAMWAY.

(TO THE EDITOR OF THE "DAILY PRESS.")
Sir.—We do not know that the letter appearing in your issue of yesterday over the signature of Mr. D. E. Brown requires any reply from us, as it is practically a repetition of a carefully written speech delivered by the same gentleman at the meeting of the Company held on the 3rd inst., but as some of Mr. Brown's facts are inaccurate, and several of his arguments based upon insufficient or imperfect knowledge of the actual facts we have thought it right to make some reply through the medium of your paper.

In the first place Mr. Brown in the third paragraph of his letter states that all that shareholders in the old Company are promised in return for their shares is a one-third interest in the new Company or \$25,000 in shares out of \$75,000. On the contrary, at the meeting above referred to, it was distinctly stated by the Chairman that shareholders in the old company applying for any further shares in the new Company over and above the allotment they are entitled to under the proposed reconstruction would be given a preference.

In the same paragraph, Mr. Brown continues speaking of the new company "whose only hope of a revenue return for the next three or possibly four or five years will be the revenue earned by the present Company and we will have to remain satisfied with a division of only one-third of these profits." Apart from the question of there being possibly two opinions as to the length of time required to make the new line, the last statement is inaccurate. The shares in the new Company issued to the shareholders of the old Company will be fully paid up and entitled to dividends on the full amount of \$10.00 per share from the formation of the Company. On the other hand the remaining shares will only be entitled to dividends on the amount paid up on them for the time being which will certainly not exceed \$5.00 per share for the first year and may be less. So that if \$5.00 only be called up on 50,000 shares the dividend would go half to the holders of the fully paid up shares and half to the others, and on the basis of earnings of six per cent on the full capital of \$75,000.00 this would be equivalent to 90 cents per share in the new Company or \$18.00 per share on each share in the old Company, actually \$3.00 more per share than was paid last year.

Again in paragraph 7 of his letter Mr. Brown says "But why not let well alone? The old Company is strong enough and surely doing well enough. Let the new Company go ahead with their brand-new concession and build their new line and operate against us for a few years, &c."

We could not contemplate in the same light-hearted manner as Mr. Brown, the construction of such a line working in opposition for many reasons. The new tramway which is to be a double track would be capable of running a five minute service. It will have a terminus in the Queen's Road, thus securing all the casual traffic. I will be able to carry more passengers in each car and have the further advantage over the old line of running through a populous district, and if we had not acquired the concession we would have been in a position to carry Peak residents free for the reason that it is estimated that the traffic from its intermediate stations would have more than paid expenses. The old Company would have been faced with the loss of its casual traffic and its intermediate traffic being insignificant, would have had to depend entirely on the Peak residents. It could not have earned dividends by carrying these for nothing. Mr. Brown also forgets that if the new Company had remained a separate interest and made the new line the policy of the General Managers and Consulting Committee of the old Company would have been to cut down dividends to the lowest point in order to strengthen the Company's position and enable it to meet, as favourably as possible, the competition of the new line. This would mean that for the whole period during which the new line was being built and for as long as it continued to run, always supposing as Mr. Brown does that the old Company was successful in ruining the new, instead of being itself ruined, say eight or nine years, the shareholders in the old company would certainly not have received more than \$15 per share per annum in the form of dividends and probably under the circumstances less, so that in taking \$200 as the price to be paid under the reconstruction scheme for the shares in the old Company we are of opinion that they are being taken at a fair value. As to Mr. Brown's contention that because the Company has shown its ability in the past (in the absence of any opposition) to earn satisfactory dividends on a Market price of \$25 per share, the shares are still worth this price under present conditions, we cannot think he intended it to be taken seriously.

Mr. Brown says in conclusion: "I will not be found antagonistic to any proposal that is going to benefit the old Company and my attitude now is only protection of the interests of the shareholders, one of whom I am."

The Consulting Committee ourselves when deciding on the amalgamation scheme held the company's Capital. Does Mr. Brown suppose that we, being by far the largest shareholders, would have brought forward any scheme which would not in our opinion benefit the Company? We suppose as shareholders we ought to be grateful to Mr. Brown for his attitude of protection of our interests, but it strikes us rather as an attitude of obstruction, and we consider we are justified in so regarding it. Mr. Brown has been a shareholder in this Tramway Company for 22 days. At the time he bought shares, the scheme for the reconstruction of the old and formation of the new company was practically decided upon and, in its broader

outlines, was generally known in the Colony, even if the precise details were not. Surely before investing for the first time in shares of a company in whose affairs it was common knowledge great changes were likely to take place, it would have been an ordinary precaution to enquire what was going on? Did Mr. Brown enquire? If he had asked us for information as an intending investor we would gladly have told him all we knew.

Under the circumstances, we can only conclude that Mr. Brown bought the shares as a speculation and, looked at in this light, the assumption by him as a shareholder of such short duration of a protective attitude towards shareholders of long standing who want no protection, strikes us as somewhat strained.—Your obedient servant,

JOHN D. HUMPHREYS & SON.

SUPREME COURT.

Wednesday, 7th June.

IN ORIGINAL JURISDICTION.

BEFORE MR. F. T. PIGGOTT (CHIEF JUSTICE).

MA KIN TING V. LUTGENS EINSTMANN AND CO.

The question at issue in this case was the amount of damages Mr. Ma Kin Ting is liable to Messrs. Lutgens Einstmann and Company on account of his acting as surety for Messrs. Lutgens Einstmann and Company's compradore, Mr. Calthrop, instructed by Mr. Almada e Castro, appeared for Ms. Kin Ting, plaintiff, and Mr. H. E. Pollock, K.C., instructed by Mr. H. Hursthouse (Messrs. Dennis and Bowley), for the defendant company.

Mr. Pollock moved that the plaintiff may be ordered to pay to the defendants \$7,000 and costs of action and that the remuneration of the referee may be fixed by the Court, that the amount in Court to the credit of this action may be paid out to the defendant's solicitors, and that the report of the referee (Mr. A. R. Lowe) filed on 26th May, 1905, may be carried into effect.

Mr. Calthrop moved that the report of the referee, dated 26th October, 1903, may be remitted to the said referee (Mr. A. R. Lowe) for rehearing in the following respects:—To state in his report the dates of several contracts for the sale of goods by the defendants to different purchasers; the time for delivery of the goods; the time when the goods were delivered, and, if time were given to the said purchasers, what length of time was given; and to state in his report to what extent the plaintiff had been prejudiced by the neglect of the defendants in not enforcing the said contracts according to their terms, and in not giving notice to the plaintiff of the default on the part of the principal debtors, and by delay in not disposing of any goods which remained in the possession of the defendants through breaches of the contracts.

The case was adjourned.

BRITISH NAVAL GUNS.

The following important letter by Rear-Admiral Ingles appeared in the *Daily Telegraph*:

Six—Naturally some sensation has been caused by the statements reflecting on the effectiveness of certain 12in. guns in the Fleet. These guns are of the original wire-wound type, and were mounted in the battleships of the Majestic class, as well as in the Ocean. I was superintendent of Woolwich Gun Factory from June, 1894, to January, 1898, and in this capacity I may regard myself as the maker of the guns now impugned, although I was not responsible for the design which had already been settled.

I am convinced that the guns of the British Fleet built on the wire-wound principle, are the best in the world. The idea of using wire is that by this means the maker knows what is being put into the gun. It is wound on under high pressure, after being thoroughly tested, and there is a guarantee of the soundness of the case material, which is certainly absent in the case of a large forged ingot of steel, however carefully manufactured. A wire gun is not all made of wire, but it is made of thick tube of steel, bound round with wire, very much in the same manner as the old wooden guns were made. Fibres of the inner tube were longitudinal, and in the binding of bamboo strips or withies, or what not, the strength was circumferential, and that is the exact analogy to the modern wire-wound gun.

This principle was adopted through any orane for lightness as suggested; in fact, a particular instance came under my notice where the design for a very light and powerful 12in. gun was rejected by the Admiralty for the reason that its recoil could not be controlled, and that if this weapon was adopted for service, counterweights would have had to be added to it to make it serviceable.

This Mark VIII. 12in. gun has been in the service for ten years, and not a single accident causing loss or injury to life through weakness has occurred. Can the same be said of many weapons in foreign countries? My impression is that in isolated cases the steel of the inner "A" tube has proved, after considerable service, to have become, under the enormous pressures set up inside, so to speak, squashed out under the wire, and has thus developed hairline cracks. Of course, in the British Navy, we are accustomed when any defect, however slight, is discovered, at once to return the gun for reaming, although it should be noticed particularly that if the Majestic and her sisters were in the position of Togo's fleet at the present there would be no question of returning any guns into store. I have not the least doubt that the guns of the Majestics and the battleships of the Ocean class could fire 200 rounds of full charges to-morrow if the necessity arose without the slightest danger to the life and limb of a single seaman on board the ships. As to whether the shooting would be straight to the end is a matter into which I will not go here; probably it would suffer as the gun wore. But the question of their accuracy of fire is not imagined; we are told that if these guns fired more than forty or fifty rounds of full charge, they would become absolutely dangerous. I know this type of gun is absolutely safe, and the strongest gun that has ever been made of its calibre. All the steel was subjected to the severest tests, and if any flaws in isolated guns have occurred, they are merely in the inner "A" tube, and in no way endanger the whole structure of the guns or their ultimate usefulness.—Yours faithfully,

JOHN INGLES Rear-Admiral (Retired).

London, April 28, 1905.

THE JAPANESE SOCIETY.

Viscount Hayashi, the Japanese Minister, presided on May 3rd over the 14th annual dinner of the Japan Society, at the Whitehall Rooms, Hotel Metropole. The company, which numbered nearly 300, included Lord Jersey, Lord Redesdale, the Hon. R. Bellios, C.M.G., Sir Joseph Dimondale, M.P., and Lady Dimondale, Sir Trevor and Lady Lawrence, Sir Walter Palmer, M.P., and Lady Palmer, Sir Theodore and Lady Fry, Sir George Hayter Chubb, Sir Thomas and Lady Jackson, Sir Frederick Treves, Lieutenant-General Sir W. P. Wright, Sir William and Lady Dupree, Sir Arthur and Lady Trendell, Sir Halliday Macartney, Sir John and Lady Brickwood, Sir Robert and Lady Douglas, Sir Lawrence Alma-Tadema, R.A., and Miss Alma-Tadema, the Baron and Baroness de Oliveira, Mr. Yen Shon Ling (Attache of the Chinese Legation), Mr. Ivan Chen (Commercial Attaché of the Chinese Legation), Mr. Arthur Dow, Mme. Felic Evette, M. Félix Regnault (Secrétaire Général de la Société Franco-Japonaise de Paris), Mme. Julie Pravel, Mr. Charles Holme (Chairman of the council), Mrs. Holme, Mr. Francis F. Elgar, Mr. Wilson Creighton, Mr. and Mrs. J. B. Capper, Mr. Gouji Ukiita (Chancellor of the Japanese Legation and hon. secretary of the society), Mr. P. Bevan (hon. treasurer), and Mrs. Bevan, and Mr. Marcus Muish (hon. librarian and curator).

The toast of "The King," and "Queen Alexandra and the Prince and Princess of Wales and the other Members of the Royal Family," were given by the President, and were received with enthusiasm.

Lord Redesdale then proposed the toast, of "The Emperor of Japan." He said that for 37 years the Emperor had guided the destinies of his noble country. Not sanguine in warfare, by the extraordinary valour of his soldiers and sailors, had he made those years memorable, but Japan had won victories of peace as great as the victories of war. In the course of that period, guided by the wisdom and sympathy of his great sovereign, Japan had made strides in every department of human learning and culture such as had never been made before in any other country in the whole history of mankind. In science and law, and in every branch of human learning, she had gone ahead with a rapidity which had astounded those who knew her best. The value of the army and navy of Japan had been phenomenal, but perhaps what had been more noteworthy was the way in which they had treated their enemies. He hoped that when the time came for renewing the alliance between this country and Japan, it would not be renewed in a grudging spirit. (Hear, hear.)

Sir Frederick Treves, who submitted the toast of "The Japan Society," said that it was mainly through the arts of Japan that that country was known to the majority of the inhabitants of this island. Nothing astonished him more in his recent visit to Japan than the way in which the Japanese had inquiries into the medicine and surgery of the Western world and the marvellous things they were making out of it. One could scarcely credit, for instance, the astonishing advances made by the Japanese in medical equipment in time of war. Many of the problems which had been the terror of war in European countries the Japanese were solving or had solved. British troops entered with a rapidity which had astounded those who knew her best. The value of the army and navy of Japan had been phenomenal, but perhaps what had been more noteworthy was the way in which they had treated their enemies. He hoped that when the time came for renewing the alliance between this country and Japan, it would not be renewed in a grudging spirit. (Hear, hear.)

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Mr. Holme, in reply, said that it was the mission of the society to do what it could to enlighten the ignorance which existed among a large section of the English people in regard to Japanese matters. The council of the society had decided to hold an exhibition next month, the first, they hoped, of a long series, to show what Japan had done and what she could do. This exhibition was to be one of the arms and armour of Japan. (Hear, hear.)

Mr. Ukiita also replied, and observed that since the last dinner 102 new members of the society had been elected. This brought the total up to 1,225. (Hear, hear.)

The toast of "The Visitors" was given by Sir Trevor Lawrence, and responded to by M. Félix Regnault.

The President in replying to the toast of "The Visitors" said that he hoped that at their next dinner they might meet under the auspices of universal peace. (Cheers.)

MISS WESTON'S WORK IN THE NAVY.

The annual London meeting in support of Miss Weston's work in the Navy was held on May 2nd at Exeter-hall. Describing the work of the sailors' rests at Devonport, Miss Weston said that the great Victoria Memorial block was now finished and paid for, and was being used from time to time. The attendance at the meetings had been doubled and trebled, and the dormitories were so crowded by blue-jackets that many men had to sleep on the floor. At

Plymouth also the work was flourishing.

Foreign Governments were now copying this enterprise.

Sailors' rests had been started in Germany and the United States, and the Japanese were going to do likewise.

In the Royal Navy Temperance Society 8,449 new members had joined, of whom 2,000 had been

obtained by voluntary workers in ships all over

the world; and the year's circulation of "Ashore and Afloat" had been 680,250, besides 744,900 copies of her monthly letter.

Altogether 44 tons of literature had been put on board His Majesty's ships.

After describing the hospital

which gives at the rests to the German sailors

last year, Miss Weston said that she hoped to

do the same for the French sailors this summer.

Miss Wintz, Miss Weston's colleague, said that

during the year 328,402 men had slept in the

rests; and the food consumed included 51 tons

of fish, 30 tons of beef and mutton, 162 miles of

sausages, and five tons of tea; while 44 tons of

soap had been used and 73,737 baths taken.

Any profits went to Miss Weston's work.

Miss Weston added that she had received from this

source last year over £1,000, which was used

for religious, temperance, and relief work.

During the afternoon songs and choruses were

performed by the Navy men present.

MR. CHAMBERLAIN'S ROOM.

M.P.'S AMUSING ATTEMPT TO EVICT HIM.

Is Mr. Chamberlain entitled to a private room

at the House of Commons? asks an English

newspaper.

The question gave rise to an amusing debate

at a recent afternoon sitting on the discussion

of the vote for parliamentary buildings.

Mr. Harwood moved a reduction to call

attention to the "very inadequate social

accommodation" provided for members in the

matter of reading, smoking, and tea rooms.

Mr. Datzel wanted to know why Mr. Cham-

berlain triumphed in the conflict with Japan;

he would have the

greatest difficulties. He would have the

courage of his convictions, and would say that

Japan was fighting not only the battle of Eng-

land, but of Christianity (applause). Dr. Griffith

John, a Hawkian missionary of half a century

ago, had staked that if the Churches

were only sent out preachers, converts could be

literally gathered in by the millions during the

next decade.

Dr. Timothy Richard, another missionary,

from Shanghai, who had to pay in

the cost of his services, we are

notified that if these guns fired more than forty

or fifty rounds of full charge, they would

become absolutely dangerous. I know this

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NEW ADVERTISEMENT**BANK HOLIDAY.**

THE EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 12th instant, "WHIT MONDAY."
Hongkong, 8th June, 1905. [1404]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAICHING."

Captain Hodges will be despatched for the above ports TO-MORROW, the 9th inst., at 11 A.M. For Freight or Passage apply to

DOUGLAS LAPRAIK & CO., General Managers,

Hongkong, 8th June, 1905. [1403]

WANTED.

A FIRST CLASS CHINESE CLERK.
Apply to—
ARRAFOON V. APCAR & CO.,
45 Wyndham Street.
Hongkong, 8th June, 1905. [1405]

NOTICE.

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BATHGATE & CO.
Foochow, 3rd June, 1905. [1406]

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1407 89—Fbg. St. Martin, 89.

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The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

P. H. HAYNES, Colonel, A.P.D., His Majesty's Treasury Office, Bloomsbury Street, 1408 Hongkong, 8th June, 1905.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.

TO-MORROW (FRIDAY), the 9th JUNE, 1905, at 2.30 p.m., at His Sales Rooms, Queen's Road.

LADIES' DRESS MATERIALS, CHINTZ, SATIN, CASHMERE, and VELVET; CURTAIN STAFF, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 8th June, 1905. [1409]

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SATURDAY, the 10th JUNE, 1905, at 2.30 p.m., at his Sales Rooms, Queen's Road.

SUNDRY HOUSEHOLD FURNITURE: CANTON BLACKWOOD TABLES, CHAIRS, &c.

TAPESTRY COVERED DRAWING-ROOM SUITE, CROCKERY, GLASS, and PLATED WARE.

LARGE COOKING STOVES, PIANO, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 8th June, 1905. [1410]

NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on **FRIDAY,** the 16th JUNE, 1905, at 3 p.m., at his Offices in Duddell Street.

THE VALUABLE LEASEHOLD PROPERTY, Known and registered in the Land Office as SECTION A of INLAND LOT NO. 99, with the premises thereon.

Now known as Nos. 255, 257, 258, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

The property has an area of 2,334 square feet and is subject to an apportioned Crown Rent of £10,021. It is held from the Crown for the residue of the term of 75 years from the 26th day of June, 1843, and for a further term of 924 years respectively created therein by a Crown Lease of the said Inland Lot No. 99 and the Indenture of Extension thereof respectively dated the 10th September, 1845, and the 21st January, 1860, and respectively made between Her late Majesty Queen Victoria of the one part and Ico A King of the other part and Her said Majesty of the one part and Kwok Kam Fook of the other part.

For further particulars and conditions of sale, apply to—

M. GEO. P. LAMMERT, Auctioneer.

or to
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RESERVE FUND..... " 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang
Daiy Peking Mukden
Port Arthur Chinkoo

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED.
PARK'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months 5%, per annum
" " " 6 " 4 " "
" " " 3 " 3 " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd May, 1905.

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton Peking
Chefoo Penang
Hankow Singapore
Tientsin

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advanced made on approved securities. BT's Discounted.

INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily
balances.
3% per annum on Fixed Deposits for 3 months
4% " " 6 "
5% " " 12 "
E. W. RUTTER,
Manager.

Hongkong, 17th May, 1905.

THE DEUTSCH-ASIATISCHE BANK.
AUTHORISED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905.

INTERNATIONAL BANKING
CORPORATION.

Fiscal Agents of the United States in China
the Philippine Islands and the
Republic of Panama.

CAPITAL AND SURPLUS

AUTHORISED ... Gold \$10,000,000

CAPITAL PAID-UP ... Gold \$3,250,000

RESERVE FUND ... Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,
LIMITED.

UNION OF LONDON AND SMITH'S BANK,
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,

Hongkong, 26th May, 1905.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ... \$10,000,000

RESERVE FUND ... \$10,000,000

STERLING RESERVE ... \$8,000,000

SILVER RESERVE ... \$18,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

H. A. W. SLADE, Esq.—Chairman.

A. HAUFF, Esq.—Deputy Chairman.

Hon. C. W. Dickson, Esq.

E. Goetz, Esq.

G. H. Medhurst, Esq.

J. A. Raymond, Esq.

F. Salinger, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

MANAGER

Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per
Cent per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2% per cent per Annum.

For 6 months, 3% per cent per Annum.

For 12 months 4% per cent per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905.

BILIOUS FOR 25 YEARS!

BILE BEANS WORK A COMPLETE CURE.

Twenty five years mean a large part of a man's life. If you slept the whole of that time at a stretch you would naturally feel that you had wasted a great part of your existence, yet time spent in pain and suffering that uplifts you for thinking and working, is worse than wasted, and a great many lives are blighted in that way which might be made happy and useful by using Bile Beans as a cure and preventive of biliousness, liver complaint, indigestion, constipation, and various other complaints caused by disorder of the liver and digestive organs.

Mr. W. H. Norish, a farm labourer, residing at Buriton, Stoke Cluanland, Callington, Cornwall, suffered most severely for this length of time in consequence of frequent bilious attacks. He has now been made well and strong by using Bile Beans and is entirely free from any trace of biliousness. To a " Weekly Mercury" reporter he recently disclosed the facts of his case and the manner of his wonderful restoration to health. He said:—

"I have suffered from biliousness ever since I was a boy, and for 25 years I have not been in a really healthy condition. The attacks would commence with sick headache accompanied in a short time with severe vomiting. These attacks succeeded each other at short intervals and sometimes lasted five or six hours at a time. I consulted a club doctor at Callington and he advised me to go to bed. He thought my case was a serious one and hard to cure. Doctors' physic and various medicines which I obtained were of no avail. One day, however, I read of Bile Beans and decided to try them. To my great surprise and joy soon I began to feel better. I could not expect to be relieved at once as my case was a very bad one, but I made steady progress, and now I am perfectly cured for which I have only Bile Beans to thank."

Bile Beans are superior to all known liver and stomach medicines. They are the product of the latest scientific research, contain no harmful animal or mineral matter but are purely herbal from coating to kernel. They are mild yet effective and can be taken by the strong who are suffering from temporary disorders, or by those who are constitutionally weak. They are a splendid medicine for females.

Bile Beans are a certain cure for indigestion, debility, biliousness, constipation, piles, nervousness, ammonia, female ailments, weakness, colds, chills, neuralgia, pains in the back, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, and skin eruptions. Obtainable from all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. 30-3

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND 110,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS

For 12 months 4%

" 6 " 3%

" 3 " 2%

E. W. RUTTER,
Manager.

Hongkong, 23rd May, 1903.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIEPI, FORMOSA.

BRANCHES AND AGENCIES:

Amyo Kobo Taiwan
Aiping Nagasaki Tamsui
Fuchow Osaka Tokio
Keelung Shanghai Yokohama

HONGKONG OFFICE:

4, QUEEN'S ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1856.

HEAD OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,
LIMITED.

UNION OF LONDON AND SMITH'S BANK,
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,

Hongkong, 26th May, 1905.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ... \$10,000,000

RESERVE FUND ... \$10,000,000

STERLING RESERVE ... \$8,000,000

SILVER RESERVE ... \$18,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

H. A. W. SLADE, Esq.—Chairman.

A. HAUFF, Esq.—Deputy Chairman.

Hon. C. W. Dickson, Esq.

E. Goetz, Esq.

G. H. Medhurst, Esq.

J. A. Raymond, Esq.

F. Salinger, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

MANAGER

Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per
Cent per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2% per cent per Annum.

For 6 months, 3% per cent per Annum.

For 12 months 4% per cent per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905.

SUN FAT CO

MANUFACTURERS AND DEALERS IN

LADIES' AND CHILDREN'S
UNDERWEAR,

EMBROIDERIES, LACES, SILKS, PONGEES,

GEARS LINEN, SHAWLS, HANDKERCHIEFS

BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS

No. 82, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To

Hongkong, 12th January, 1905.

ON SALE.

SHIPPING.

ARRIVALS.

BENMOHR, British str., 1,633, A. Webster, 6th June.—Shanghai 3rd June, General—Gibb, Livingston & Co.
CHINESE, British str., 1,228, Robertson, 7th June.—Wuhu 2nd June, Rice.—Butterfield & Swire.
CHIYUEN, Chinese steamer, 7th June—from Canton.
DAMMSTADT, German str., 3,161, G. Bolte, 7th June.—Bremerhaven 27th April, Mails and General—Melschers & Co.
FOOCHOW, British str., 1,228, H. Smale, 6th June.—Shanghai 3rd June, General—Butterfield & Swire.
HAICHING, British str., 1,267, A. E. Hodgins, 7th June.—Foochow, Amoy and Swatow 6th June, General—Douglas Laprak & Co.
KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 7th June.—Shanghai 3rd June, General—C. M. S. N. Co.
LOYAL, German str., 1,237, L. Lorenzen, 6th June.—Wuhu 30th May, Rice.—Sandor, Weiler & Co.
LYE MOON, German steamer, 6th June, from Canton.
PEELAK, Dutch str., 1,054, Stege, 7th June—Sumatra 17th May and Swatow 6th June, Oil—Mayer & Co.

CLEARANCES,
AT THE HARBOUR MASTER'S OFFICE.

7th June.
Aragon, German str., for Portland.
Feiching, Chinese str., for Shanghai.
Hopsany, British str., for Canton.
Kuanjiah, Chinese str., for Canton.
Loyal, German str., for Canton.
Weizang, British str., for Canton.
DEPARTURES.

7th June.

ANAMBA, Danish str., for Canton.
BAKERN, German str., for Europe.
CARL DIEDERICHSEN, str., for Haiphong.
CENTURION, British battleship, for Singapore.
CHOWFA, German str., for Bangkok.
CIMO, British sloop, for Mirs Bay.
EMMA LUUKEN, German str., for Swatow.
FOOCHOW, French str., for Haiphong.
HUE, French str., for Yokohama.
INVERIE, British str., for Yokohama.
KOEHICHA, German str., for Bangkok.
OCKAN, British battleship, for Singapore.
SOCOTRA, British str., for Saigon.
TELEMACHUS, British str., for Saigon.
THEMIS, Norwegian str., for Canton.
TRYRA, British str., for Yokohama.
TIJIPANAS, Dutch str., for Kobe.
WILLEHAD, German str., for Nagasaki.

SHIPPING REPORTS.

The British str. *Nanahan* reports: Light southerly winds and generally fine.
The Chinese str. *Kwangtung* reports: Light S.W. monsoon and dull rainy weather.
The British str. *Chinkiang* reports: Moderate and fresh S.W. winds, heavy rains and haze.
The British str. *Bonham* reports: Moderate clear cloudy weather, S.W. squalls of wind and rain, light fog.
The British str. *Haiching* reports: Moderate S.W. breeze with heavy rain squalls, weather overcast and hazy.

VESSELS IN DOCK.

7th June.

ABERDEEN DOCKS.—
KOWLOON DOCKS—City of Birmingham,
Ibaden, Buford, Helene.
COSMOPOLITAN DOCK—Tuscan.

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP.
THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above on or about the 6th June.
For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th May, 1905. [127]

NORDDEUTSCHE LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.
THE Steamship

"DARMSTADT,"

Captain G. Bolte, will leave for the above places TO-DAY, the 8th inst., at 8 A.M.
NORDDEUTSCHE LLOYD.

For Further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 7th June, 1905. [140]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"AMBRIA,"

Captain Porzelius will be despatched for the above ports TO-DAY, the 8th inst., at 3 P.M.
For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 7th June, 1905. [140]

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE Bucknall Line Steamship

"BANTU,"

Captain Wooster, will be despatched as above on SUNDAY, the 11th inst., at 4 P.M.
For Freight, apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, 1st June, 1905. [135]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHE LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBEETSHOEHE, MATUPI, SYDNEY AND MELBOURNE.

On TUESDAY, the 27th June, 1905, at NOON, the Steamship "WILLEHAD," Captain Oberauer, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

NORDDEUTSCHE LLOYD,

For Further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 1st June, 1905. [135]

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	—	G. Philippo	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	PALERMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON, AMSTERDAM & ANTWERP	HELEN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
AMSTERDAM, LONDON & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP, &c.	CALCHAS	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, &c., via PORTS OF CALL	BANTU	Brit. str.	—		BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
PREMEN, via PORTS OF CALL	ZIETEN	Fren. str.	—		NIPPON YUSEN KAISHA	On 13th inst., at 1 P.M.
C. FRED. LAEBER	GERMANY	Ger. str.	k.w.		MESSAGERIES MARITIMES	On 21st inst., at Noon.
Wooster	BRIGAVIA	Ger. str.	k.w.		MELCHERS & CO.	On 17th inst.
Broe	SITHONIA	Ger. str.	k.w.		HAMBURG-AMERIKA LINIE	On 30th inst.
v. Bierr	ACILA	Ger. str.	k.w.		HAMBURG-AMERIKA LINIE	On 12th July.
von Hoff	ALESSIA	Ger. str.	k.w.		HAMBURG-AMERIKA LINIE	On 26th July.
	NIPON	Aus. str.	—		HAMBURG-AMERIKA LINIE	On 10th Aug.
	BENMOHR	Brit. str.	—		WEBSTER	On 27th inst., P.M.
	DRUGALION	Brit. str.	1 m.			About 5th inst.
	TELEMACHUS	Brit. str.	1 m.			On 20th inst.
	STENTOR	Brit. str.	1 m.			On 20th July.
	NUBIA	Brit. str.	k.w.			To-morrow.
	NORDPOL	Brit. str.	—			On 15th inst.
	KENNEDY	Brit. str.	—			About 27th inst.
	EMPERORS OF INDIA	Brit. str.	2 m.		DODWELL & CO., LTD.	Early in July.
	TATAR	Brit. str.	1 m.		STANDARD OIL CO.	On 21st inst.
	YANGTZE	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 5th July.
	PLEIADES	Am. str.	—		CANADIAN PACIFIC R. CO.	On 14th inst.
	NICOMEDIA	Am. str.	—		BUTTERFIELD & SWIRE	On 30th inst.
	MINNESOTA	Am. str.	—		DODWELL & CO., LIMITED.	On 26th inst., at Daylight.
	ASTERN	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 19th inst., at Noon.
	CHANGSHA	Brit. str.	—		NIPPON YUSEN KAISHA	On 10th inst., at Noon.
	WILLEHAD	JAVA	Brit. str.		GIBB, LIVINGSTON & CO.	On 13th inst.
	YOKOHAMA	Brit. str.	—			On 27th inst., at Noon.
	DARMSTADT	Brit. str.	—			About 10th inst.
	AMEBLA	Ger. str.	k.w.			On 14th inst., at 3 P.M.
	Porzelius	Ger. str.	—			To-day, at 8 A.M.
	SHANGHAI	Ger. str.	—			To-day, at 3 P.M.
	CHOYSHANG	Brit. str.	—			On 19th inst., at 3 P.M.
	TINGSANG	Brit. str.	—			On 10th inst., at 3 P.M.
	CLARA JESEN	Brit. str.	—			On 12th inst.
	FOOCHOW	Brit. str.	1 m.			About 15th inst.
	KIUKIANG	Brit. str.	—			On 11th inst.
	SIMLA	Brit. str.	—			On 18th inst.
	PROTEUS	Ger. str.	—			On 14th inst.
	FRITHJOFF	Ger. str.	—			To-morrow, at 11 A.M.
	PROMISE	Ger. str.	2 m.			On 17th inst.
	HAICHING	Brit. str.	1 m.			To-morrow, at 4 P.M.
	CHIHUAH	Brit. str.	—			On 10th inst., at Noon.
	YUENSHANG	Brit. str.	—			On 13th inst.
	ZANIBO	Brit. str.	1 m.			On 17th inst., at Noon.
	MANILA	Brit. str.	—			On 13th inst., at 3 P.M.
	MANILA	Brit. str.	—			On 14th inst., at Noon.
	JEPU & ILOIO	Brit. str.	—			On 10th inst., at Noon.
	SOURABAYA & SAMARANG	Brit. str.	—			Quick despatch.
	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—			
	BOMBAY VIA SINGAPORE & PENANG	Brit. str.	—			
	JAVA PORTS	Brit. str.	—			

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

For Freight or Passage apply to

SHewan, Tomes & Co., GENERAL MANAGERS.

Hongkong, 5th June, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons. WEDNESDAY, 21st June.

R.M.S. "TABAR" ... 4,425 Tons. WEDNESDAY, 5th July.

R.M.S

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 9th June.
GLASGOW and LIVERPOOL	"YANGTSE"	On 11th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	On 15th June.
GLASGOW and LIVERPOOL	"AJAX"	On 23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 30th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th July.
GLASGOW and LIVERPOOL	"PAKING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 8th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 29th June.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 15th August.
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 20th August.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	"YANGTSE"	On 14th June.
PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 18th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 8th June, 1905.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	On 10th June.
SHANGHAI	"KIUKIANG"	On 12th June.
MANILA	"TEAN"	On 13th June.
MANILA, ZAMBOANGA PORT, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th June.
SWATOW, WEIHAIWEI, CHEFOO, and TIENHSIN	"CHIHLI"	On 17th June.
CEBU and ILOILO	"KAIFONG"	On 17th June.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports, + Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

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Hongkong, 7th June, 1905.

PROPOSED SAILINGS FROM HONGKONG SHAWING INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE

PORTLAND, OREGON

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON "NICOMEDIA" 4,370 Wagner June 28th 1905. "NUMANTIA" 4,370 Brehmer July 16th 1905. "ARABIA" 4,483 Metzenthin August 6th 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th May, 1905.

[13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

ZIETEN	WEDNESDAY	21st June
DARMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
ONEISENAU	WEDNESDAY	23rd October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 21st day of JUNE, 1905, at Noon, the Steamer, *ZIETEN*, Captain v. Binzer, with MAILED PASSENGER, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th June. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 8th June, 1905.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA via SHANGHAI, MOJI and KOBE	JAVA, S. Burcham	About 10th June	Freight and Passage.
SHANGHAI	S. Burcham	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL, G. Phillips	Noon, 17th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MAESIELLES	PALERMO, E. G. Andrews	About 27th June	Freight only.

For further Particulars, apply to

L S LEWIS
Acting Superintendent.

Hongkong, 8th June, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI via SWATOW, AMOY and FOOCHOW	CLARA JENSEN	SATURDAY, 10th June.
TAMSUI via SWATOW and AMOY	PROTEUS	SUNDAY, 11th June.
ANPING via SWATOW and AMOY	C. MOLLE	WEDNESDAY, 14th June.
TAMSUI via SWATOW and AMOY	PROMISE	JULY.
TAMSUI via SWATOW and AMOY	TRONDSTENSEN	SUNDAY, 18th June.
TAMSUI via SWATOW and AMOY	FEITHJOF	SUNDAY, 18th June.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply to the Company's local Branch Office at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

"A perfect beverage, combining Strength
Purity and Solubility."—Medical Annual.

van Houten's
Cocoa

is
Unequalled for
High Quality, Delicious Flavour
& Digestibility.

BEST & GOES FARTHEST.

1063-4

MARTIN'S
APIOL & STEEL
PILLS
for Ladies.

A French Remedy for all Irrigations. Taken
in a small quantity in the house, on the bed, or
when walking, it cures all Irrigations.

It is easily assimilated and
promotes digestion.

1063-4

For Nervous
Exhaustion

CHAPOTEAUT'S
Phosphoglycerate
OF LIME

The modern restoration
of the nervous system.
For invalids, professionals,
old men, women, children,
etc., in debility, rheumatism,
liver, kidney, heart, lungs,
etc., dyspepsia, nervous
epilepsy and insomnia.

It is readily assimilated and
promotes digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)

PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)

1011

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS' OFFICE.
The only office in China having European
taught workmen. Equal to Home
work.

IRON

POST OFFICE NOTICES.

The *Oceanian*, with the French mail of the 12th May left Singapore on Tuesday, the 6th inst., at 2 p.m., and may be expected here on or about Tuesday, the 13th inst. This packet brings replies to letters despatched from Hongkong on the 8th April.

**Mail for CANTON, SAMSHUO and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.*

*A mail for MACAO per s.s. *Wingchai* will be closed every week day at 5 p.m.*

Mail for NAMDAO, SANBUE, KONGMOK, KUMCHUK, SAMSHUO, WUCHOW and CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Kelung, Meji, Kobe, Yokohama & Portland (Or)		
Macao		
Shanghai		
Shanghai, Chinkiang and Wuhu		
Tsintau and Kobe		
Kobe and Yokohama		
Hainan and Haiphong		
Swatow, Singapore and Bangkok		
Swatow, Amoy and Foochow		
Bangkok		
Kota		
Macao		
Kongnun, Kumbuk, Shiuinh and Takhing		
Manila		
Singapore, Penang and Bombay		
Manila		
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		
Macao		
Shanghai		
Shanghai, Amoy and Foochow		
Swatow, Bangkok		
Macao		
Shanghai		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		
(Supplementary mail on board up to the time fixed for departure of the mail.)		
Extra Postage 10 cents)		
EUROPE, &c., India via Tutiocorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao		
Sourabaya and Samarang		
Malta, Zambabwa, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		

TO-MORROW.

Sale, Dress Materials, &c., Sales Rooms, Mr. V. I. Rondonios, 2.30 p.m.

Annual Meeting of Workmen in the Peak Church, St. Paul's College, 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

7th June	
ON LONDON.—	1/10/4
Telegraphic Transfer	1/10/4
Bank Bills, on demand	1/10/4
Bank Bills, at 30 days' sight	1/10/4
Bank Bills, at 4 months' sight	1/10/4
Credit, at 4 months' sight	1/10/4
Commercial Bills, 4 months' sight	1/10/4
ON PARIS.—	235
Bank Bills, on demand	239
Credit, at 4 months' sight	239
ON GERMANY.—	192
Bank Bills, on demand	454
Credit, at 40 days' sight	461
ON LONDON.—	140
Telegraphic Transfer	140
Bank, on demand	1404
ON CALCUTTA.—	140
Telegraphic Transfer	140
Bank, on demand	1404
ON SHANAH.—	71
Bank, at sight	71
Credit, at 30 days' sight	912
ON YOKOHAMA.—	912
On demand—Pesos	912
ON SINGAPORE.—	6 p.m.
On BATAVIA.—	1/24
On HAMBURG.—	13 p.m.
On SAIGON.—	14 p.m.
On BANGKOK.—	On demand
SOVEREIGN, Bank's Buying Rate	10.55
GOLD LEAF, 100 fine, per tael	55.60
BAR SILVER, per oz.	26.12

OPIUM.

7th June.	
Quotations are—	Allow'de net to 1 catty.
Malwa New	\$150 to — per picul.
Malwa Old	\$120 to —
Malwa Older	\$120 to —
Malwa V. Old	\$1340 to —
Persian fine quality	\$1000 to —
Persian extra fine	\$1000 to —
Patna New	\$125 to — per chest.
Patna Old	\$— to —
Benares New	\$160 to —
Benares Old	\$— to —

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. str. *Coptic*, from San Francisco to the 12th May via Honolulu, left Yokohama for this port on the 31st May, a.m. via Kobe, and is due here on the 14th June.

THE GERMAN MAIL.
The I.G.M. Australian str. *Prinz Waldegrave* left Sydney on Saturday at 7.30 a.m., and may be expected here on Monday, the 19th June.

THE FRENCH MAIL.
The M.M. str. *Oceanien* left Singapore on the 6th inst. at 2 p.m. for this port via Suijan.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* arrived at Yokohama at 7.30 a.m. on Monday, the 5th inst., and left again at 4 p.m. same day for Kobe, where she was due to arrive at 4 p.m. on Tuesday, the 6th June.

THE MERCHANT STEAMERS.
The O.S. & C.M. str. *Yangtze* left Singapore on the 6th June, p.m., and is due here on the 11th June.

The Indo-China str. *Suisang* left Calcutta for this port via the Straits on the 4th June, and may be expected here on the 20th June.

The Barber Line str. *Shimosa* left New York on the 13th April.

The P. & A. str. *Nicomedie* left Portland on the 24th May, and is due here on the 26th June.

The C.P.R. str. *Tartar* left Vancouver on Monday, the 29th May, p.m., for Hongkong via the usual ports of call.

STEAMERS PASSED THE CANAL.
May 9th—*America*, *Oriental*, *Shinsa*, *Goldmouth*, 12th—*Macau*, *Sihonia*, 16th—*Darmstadt*, *Magazan*, *Jax*, *Edzell*, 19th—*Oceanien*, *Prometheus*, *Drifor*, *Inku*, *Lakon*, 23rd—*Alcinous*, *Ecclesia*, *Silesia* (German), *Bechuan*, 26th—*Ajaz*, *Ceylon*, *Formosa*, 30th—*Kisou*, *Khalif*, *Sachsen*, *Norden*, *Theodor Wille*, *Achenblaw*, *Jelangka*, *Pique*. June 2nd—*Agamemnon*, *Alesia*, *Minshire*, *Idomenus*.

Milkmaid



JOINT STOCK SHARES.

Hongkong, 7th June.

COMPANY.	PAID UP.	QUOTATIONS.
Allahabad	\$200	\$100, buyers
Banks		
Hongkong & Shantung	\$125	\$800, London, £32.
National B. of China		
A. Shares	25	\$37, buyers
Bell's Asbestos E. A. 12s.	5d	\$55, buyers
China-Borneo Co.	\$12	\$13, sellers
China Light & P. Co.	\$10	\$9, buyers
China Provident	\$10	\$875, sellers
Cotton Mills		
Ewe	5d	Tls. 37.
Hongkong	10d	\$165, sellers
International	7d	Tls. 37, buyers
Laon Lung Mow	10d	Tls. 40.
Syochow	5d	Tls. 180, sellers
Dairy Farm	5d	\$17, sellers
Docks and Wharves		
Farnham & Co.	10d	Tls. 161, buyers
H. & K. Wharf & G.	5d	\$108, buyers
H. & W. Dock	5d	\$202.
New Amoy Dock	5d	\$20, sellers
S'pore & H. Wharf	5d	Tls. 187.
Fenwick & Co. Do.	5d	\$34, buyers
G. Island Cement	5d	\$248, sellers
Hongkong & C. Gas	5d	\$10, buyers
Hongkong Electric	5d	\$111, sales & buy.
Do. New	5d	\$20, buyers
H. H. L. Transport	5d	\$145, sellers
Hongkong Hotel Co.	5d	\$22, 322.
Hongkong Hope Co.	5d	\$152.
Hong Kong & Waterfront	5d	\$17, ex div., std.
Insurance		
Canton	5d	\$325, sales
China Fire	5d	\$87, sales
China Traders	5d	\$64, sales
Hongkong Fire	5d	\$300, sales
North China	5d	Tls. 18.
Union	5d	\$695, sellers
Yangtze	5d	\$100.
Land and Building		
Hongkong Land Inv.	5d	\$112.
Humphrey's Estate	5d	\$13, sellers
Do. New	5d	\$10, 5d, sellers
Kowloon Land & Li.	5d	\$40, sellers
Shanghai	5d	Tls. 120, buyers
West Point Building	5d	\$55, sellers
Mining		
Charbonnages	5d	\$490.
Raubs	18/10	\$31, sellers
Philippine Co.	5d	\$84, sellers
Refineries		
China Sugar	5d	\$220.
Luzon Sugar	5d	\$30, buyers
Steamship Companies		
China and Manilla	5d	\$213, sellers
Douglas Steamship	5d	\$34, buyers
H. Canton & M.	5d	\$27, sales
Indo-China S. N. Co.	5d	\$106, sales & std.
Shell Transport Co.	5d	\$23, 5d, sales & std.
Do. Preference	5d	\$10, 48, 10s.
Star Ferry	5d	\$34, ex div.
Do. New	5d	\$27, ex div.
Shanghai & H. Dyeing	5d	\$50.
South China M. Post	5d	\$23, sellers
Steam Laundry Co.	5d	\$5, buyers
Do.	5d	\$74, sales
Stores & Dispensaries		
Campbell, M. & Co.	5d	\$36.
Powell & Co., Wm.	5d	\$114, sellers
Watkins	5d	\$8, sellers
United Asbestos	5d	\$12.75, ex div. sel.
Do. Founders	5d	\$10.
VERNON & SMITH, Brokers.		

HONGKONG TIME TABLE.

From 8th to the 14th June.	
To correct Zone Time add 23 min. and 18 sec.	
EST. WATER.	LOW WATER.
12.15 a.m.	12.15 a.m.
1.21 a.m.	1.21 a.m.
2.27 a.m.	2.27 a.m.
3.33 a.m.	3.33 a.m.
4.39 a.m.	4.39 a.m.
5.45 a.m.	5.45 a.m.
6.51 a.m.	